



**Rail Enhancement Fund  
Project Application Form**

Internal Use

DRPT Tracking #

Date: 1-31-2008

**A. Name of Applicant (Name and Address)**

Virginia Railway Express (VRE)  
1500 King Street  
Suite 202  
Alexandria, VA 22314

**Applicant type:**

☒ Passenger Railroad  
☐ Freight Railroad  
☐ Locality  
☐ Business  
☐ Other \_\_\_\_\_

**B. Contact Information:**

Responsible Person/Title: Mr. Dale Zehner, Chief Executive Officer

Telephone: (703) 838-5411      Fax: (703) 684-1313      Email: dzehner@vre.org

Project Manager/Title: Mr. Sirel Mouchantaf, Director, Construction & Facilities

Telephone: (703) 684-1001      Fax: (703) 684-1313      Email: smouchantaf@vre.org

**C. Project Title:**

VRE Second Platforms

**D. Project Location:** (City/County, Rail line, Railroad Mile Post, attach map)

VRE Stations, CSX Transportation (CSXT) RF&P Subdivision  
Lorton Station, Fairfax County, VA  
Woodbridge and Rippon Stations, Prince William County, VA  
See attached maps.

**E. Owner of Property/Right-of-Way/Facility/Personal Property:**

Owner of right-of-way: CSX Transportation, Inc.  
Owner of facility: VRE

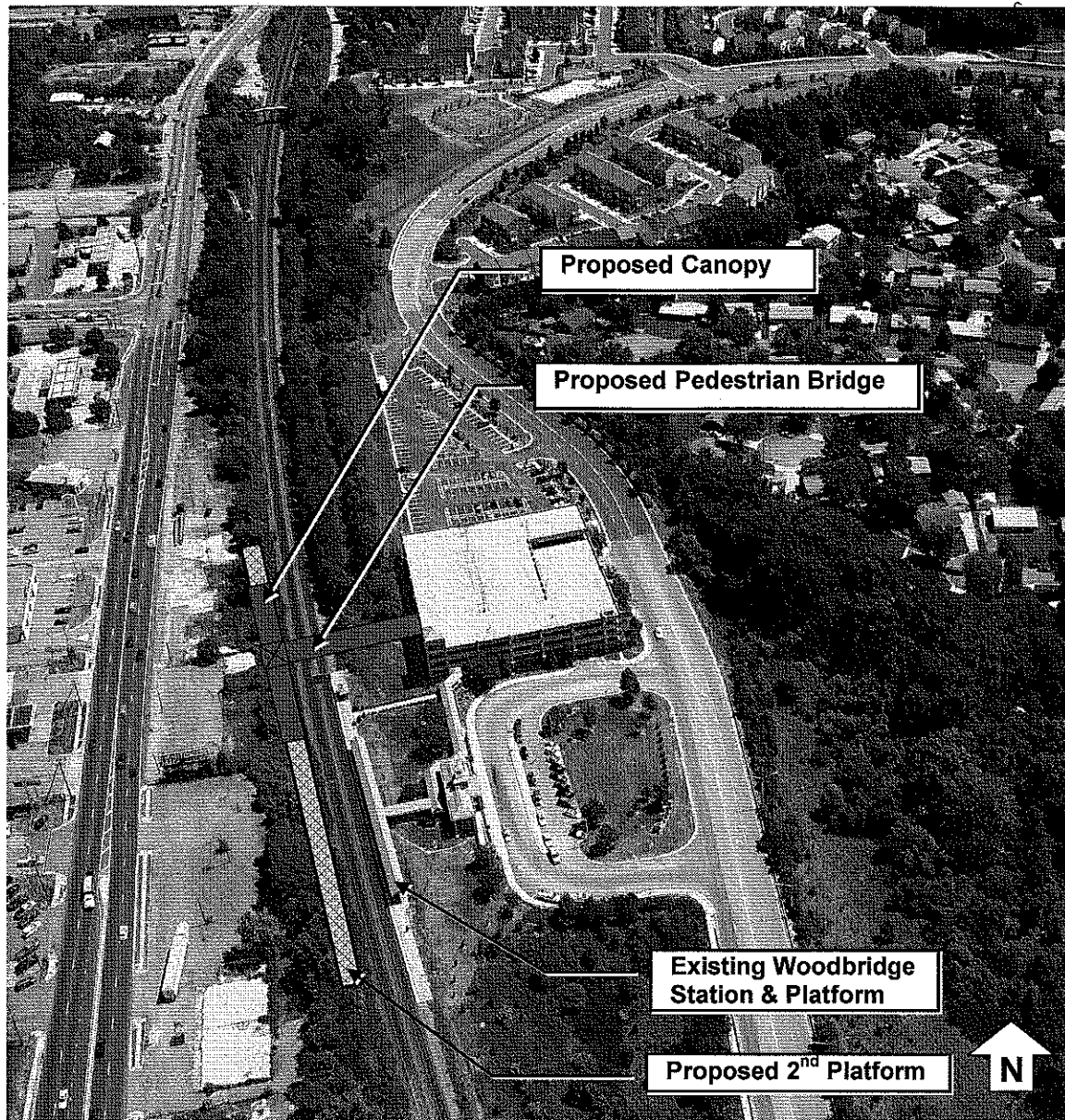
**F. Responsible Party for Continuous Maintenance of Project:**

VRE

Internal Use

DRPT Tracking #

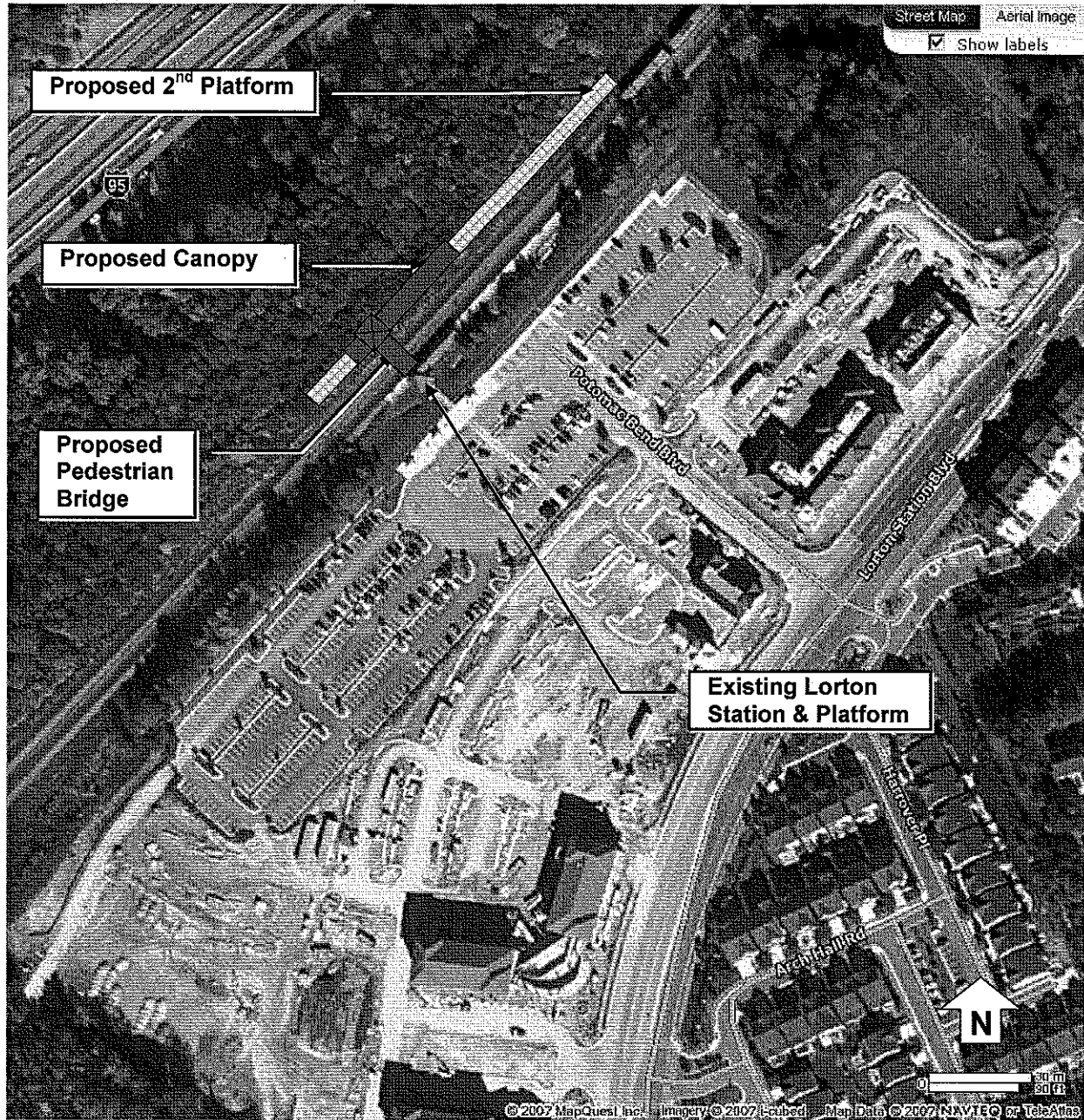
## Project Location Map VRE Woodbridge Station



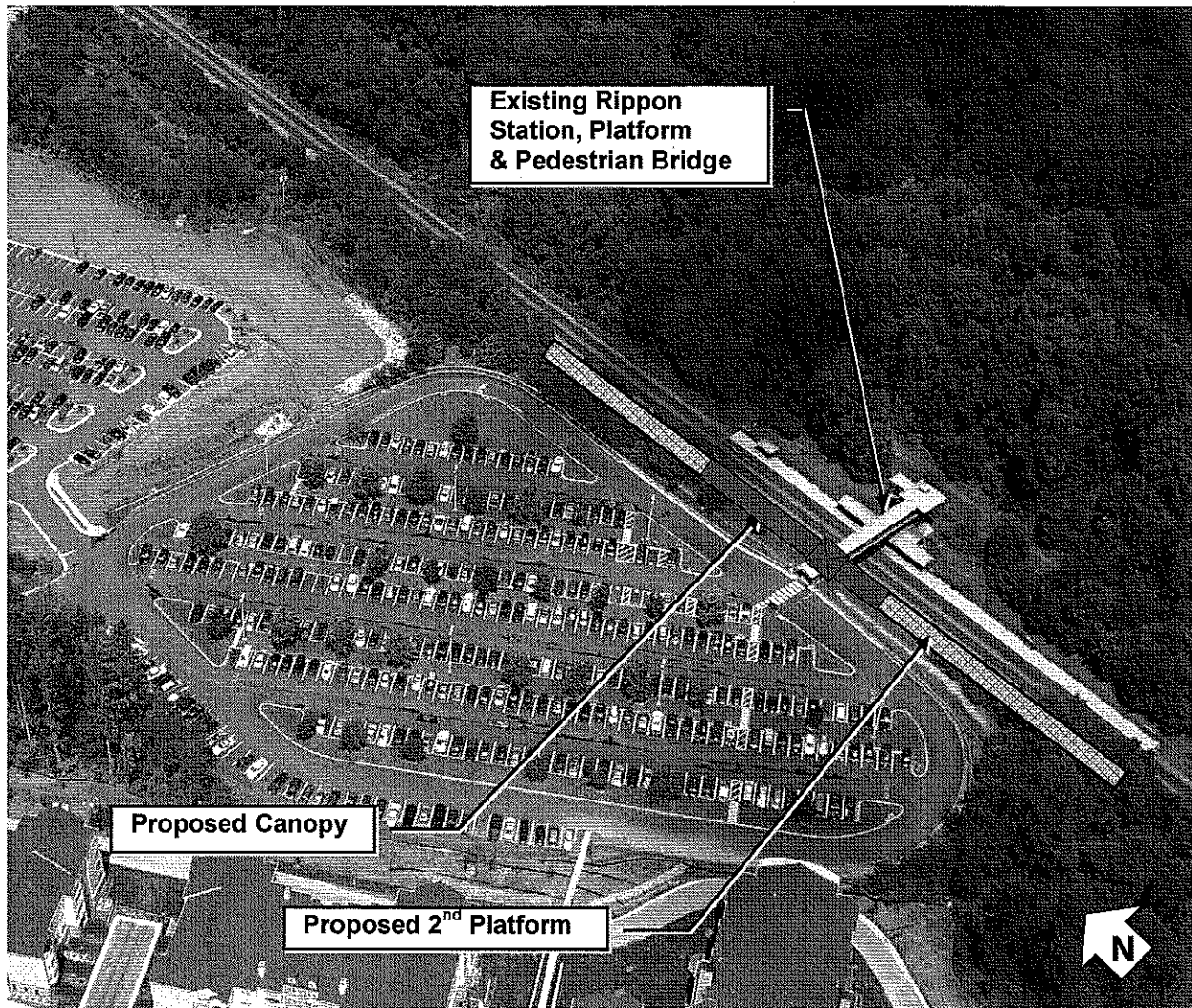
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DRPT Tracking #

# Project Location Map VRE Lorton Station



# **Project Location Map VRE Rippon Station**



## **G. Project Information:**

### **1) Description of Project:**

The project provides for the design and/or construction of second platforms, including canopies, overhead pedestrian bridges, and elevator/stair towers, at three (3) stations on the VRE Fredericksburg Line on the CSXT RF&P Subdivision in Fairfax and Prince William Counties. Platform design and construction would be completed in phases in the following priority order:

- Phase 1, Woodbridge
- Phase 2, Lorton
- Phase 2, Rippon

Environmental analysis and design are complete for the Woodbridge station second platform and pedestrian bridge. Approximately \$6.68 million in funding has been identified for the improvements. This project provides additional funding to complete the construction of the second platform, pedestrian bridge and stair tower and for the design and construction of a kiss-and-ride facility on the western side of the station, accessible from U.S. Route 1. The second platform site plan will also be revised to accommodate the kiss-and-ride facility.

This project also includes environmental analysis, preliminary engineering, final design and construction for the Lorton and Rippon VRE stations. It is anticipated the platforms and associated pedestrian bridge and/or canopy can be constructed within the existing right-of-way; specific requirements will be determined during the preliminary design phase of the project.

### **2) Project Objective:**

VRE service has expanded from an initial 16 trains a day to 30 trains a day while ridership has risen beyond the original vision of 10,000 trips per day to approximately 14,700 trips per day as of November 2007. Of those totals, 14 trains/day and 7,754 trips are on the Fredericksburg Line. Amtrak trains carry about 3,000 passengers per day on the Fredericksburg Line as well and serve multiple VRE stations between Fredericksburg and Washington, DC.

However, on-time performance (OTP) and reliability has been adversely affected by:

- Shared use of a railroad infrastructure with long established traffic patterns for freight and intercity passenger trains
- Differences in operating speeds between passenger and freight trains and the need to operate in mixed traffic during the weekday commute periods
- Increasing volume of freight traffic in the shared rail corridor, especially the CSXT RF&P subdivision

As a result of these factors, VRE trains have been delayed by slow-moving or stopped freight or Amtrak passenger trains operating on the CSXT east mainline tracks, where VRE Fredericksburg Line stations are located. Track maintenance activities occurring on the east mainline tracks have a similar impact on VRE service.

From FY2004 to FY2006, VRE Fredericksburg Line average OTP declined from 82% to 69%. While on-time performance improved in FY2007 with the opening of a second bridge across Quantico Creek, previously a major bottleneck in the corridor, and the completion of CSXT tie replacement projects along the Fredericksburg Line, the number and combination of freight and



passenger trains – 25 CSXT freight trains, 20 Amtrak and 14 VRE trains each day– continue to stress the physical capacity of the corridor. Fredericksburg Line OTP consistently lags behind OTP for VRE's Manassas Line.

The objective of the project is to improve VRE capacity, operational efficiency and fluidity of service by allowing the boarding/alighting of passengers on either side of the mainline tracks. The VRE Woodbridge and Lorton stations are located between the Ravensworth and Featherstone rail crossovers, where a train can switch from one track to another. In tandem the crossovers and dual platforms provide the capability to maneuver a train around freight traffic, passenger trains or other bottlenecks and serve VRE stations from either the east or west side of the tracks in that segment of track. Similarly, the Rippon station is located between the Featherstone and North Possum Point crossovers. Completion of dual platforms at all 3 stations will allow trains to serve VRE stations from either side of the tracks the length of the Fredericksburg Line from Alexandria to Quantico.

The project will also facilitate efficient boarding of longer trains (> 6 cars). The new platforms will be 650 feet long and capable of accommodating six car consists, which make up the majority of the current VRE consist line-up, as well as eight car consists, which cannot open all doors to discharge or board passengers at existing 400 foot long station platforms. Projected ridership growth will require the expansion of existing six car consists to eight cars.

While not a VRE project, the Commonwealth of Virginia has entered into a public-private partnership with a private company to convert the I-95 HOV lanes to high occupancy toll (HOT) lanes. A bus rapid transit (BRT) station accessible from the HOT lanes is proposed at Lorton, in the vicinity of the VRE station. The Commonwealth is developing plans to expand transit service in the I-95 corridor once the HOT lanes are in place. Additionally, the Lorton station serves the Army's Fort Belvoir, which will expand its workforce in coming years at the main post and the Engineer Proving Grounds adjacent to I-95 in response to BRAC actions. A second platform will increase the functionality of the Lorton station to accommodate increased passengers at the station bound for Fort Belvoir or connecting to the proposed BRT station.

### **3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:**

The VRE is committed to offering high-quality commuter rail service to its existing customers and within its existing service area. VRE's top priorities include improving the reliability of service and expanding the capacity of its system in response to current conditions and future increases in demand for service. VRE has identified a series of projects in its Strategic Plan and Capital Improvement Plan that address those priorities, including:

- Platform extensions system wide to increase existing platform lengths to accommodate longer consists
- Parking expansions system wide
- Third mainline track, CSX RF&P subdivision
- Second platforms system wide

VRE has extended or plans to extend platforms at the Manassas Park, Burke and Broad Run stations using federal and local funds. Platform extensions at additional stations are planned as

funding is available. Parking expansion is the responsibility of the VRE member jurisdictions. Expansion of station parking facilities is under construction or planned at the Burke, Manassas, Brooke and Leeland stations using federal and local funds.

The VRE is a partner, with the Commonwealth of Virginia/DRPT and CSX, in a memorandum of understanding (MOU) committing to a series of improvements to expand joint freight-passenger rail capacity in the CSX corridor between Fredericksburg, VA and Washington, DC to accommodate future growth and a corresponding expansion of VRE commuter rail service (and Amtrak intercity passenger and CSX freight service). The primary focus of the improvements is the construction of a third mainline track between Fredericksburg and Washington, DC.

Completed MOU projects include:

- Rebuilding AF interlocking
- Arkendale crossover
- Elmont crossover
- 2nd Quantico Creek Bridge
- L'Enfant 3<sup>rd</sup> main track

Additional projects underway/to be completed include:

- RO to SRO/Slater's Lane 3<sup>rd</sup> main track
- Franconia 3<sup>rd</sup> main track
- Fredericksburg to HA 3<sup>rd</sup> main track

The Cherry Hill third track segment proposed between Powells Creek and Arkendale, was approved in a prior year Rail Enhancement Fund program application, and also includes a new VRE station at the Harbor Station development with dual platforms.

The platforms proposed in this project will be constructed at stations located between existing crossovers, including crossovers constructed under the MOU and REF programs. They will be sited to allow for construction of any uncompleted third track segments.

Considered both individually and as part of VRE's station capital improvement strategy, platforms on both sides of the mainline track will complement other VRE and Commonwealth investments and further extend their utility relative to VRE service.

**4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)**

Since service began in 1992, the VRE has been very successful in accomplishing its primary mission – to provide safe, reliable, cost-effective, and customer-responsive rail passenger service as an integral part of a balanced, intermodal regional transportation system. The VRE serves commuters throughout northern and central Virginia, including approximately 4,700 government and military workers, and carries the equivalent of one lane of peak traffic from both the I-95 and I-66 corridors each day. As an energy efficient mode, the VRE helps to reduce regional air emissions and congestion. It is also a critical element of the region's transportation infrastructure for evacuation of the District of Columbia in the event of an emergency.

As described in section G2, the number and combination of freight and passenger trains on the VRE Fredericksburg Line and CSXT RF&P corridor stress the physical capacity of the corridor. CSXT projects freight traffic in the corridor will double by 2025 as the volume of goods shipped in the region and nationwide grows and congestion on parallel roadways such as I-95 prompts a move from truck to rail transport. Likewise, increasing traffic volumes in the I-95 highway corridor and other regional roadways is also projected to prompt a shift from passenger cars to transit modes, including commuter and intercity rail, by commuters seeking congestion relief. The VRE Strategic Plan projects 2025 ridership levels to reach 11,750 or more riders per day on the Fredericksburg Line and 22,500+ daily riders system wide.

The second platform project is part of a set of station improvements identified in the VRE Strategic Plan to expand system capacity in response to the constraints imposed by the VRE operating environment and to serve future demand. The projects will increase service reliability and efficiency and accommodate ridership growth. Dual platforms at Fredericksburg Line stations will help to eliminate service delays by providing the capability to board/discharge passengers from either the east or west side of the tracks between Alexandria and Quantico. They will also, combined with the third mainline track, permit continuous north-south movement of thru traffic while a VRE or Amtrak train is stopped at a station.

Benefits to the public as a result of this project include:

1. Reduction or elimination of service delays for both VRE and Amtrak passengers due to conflicts among trains along the VRE Fredericksburg Line. In 2007, there were 139 delays greater than five minutes, or an average of 12 delays/month, on the VRE Fredericksburg Line due to other train movements or rail congestion. The average delay was 19 minutes.
2. Reduction in the number of highway vehicles by providing commuters an efficient, reliable alternative to driving. Consistent OTP and expanded system capacity are critical to maintaining and expanding VRE ridership.
3. Decreased travel time for VRE passengers in consists longer than six cars. Travel time could decrease by 3 to 4 minutes per trip for longer consists if 650 foot platforms are available.
4. Congestion relief on regional roadways and a reduction in automobile emissions and other pollution costs due to reductions in vehicle miles traveled as a result of commuters shifting to passenger trains.

**5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.**

**H. Type of Project:**

- 1) ☒ New Construction ☐ Rehabilitation ☐ Study
- 2) ☐ Rail Infrastructure ☒ Rail Facility/Station  
☐ Equipment/Rolling Stock ☐ Signals/Communication Equipment
- 3) Other \_\_\_\_\_



**I. Application Scope of Work Covers:**

☒ Entire Project    ☐ A Phase of a Multi-Phase Project    ☐ Completion Phase

**J. Project Budget Summary:**

Preliminary Engineering	\$	540,000
Environmental Analysis	\$	160,000
Design Engineering	\$	1,045,000
Right of Way Acquisition	\$	
Construction	\$	12,915,000
Construction Management	\$	320,000
Lease/Acquisition of Equipment	\$	
Public Involvement (if applicable)	\$	
Other Contingency	\$	1,500,000
Subtotal Project Budget	\$	16,480,000
 Total Project Budget	 \$	 16,480,000

**K.** Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

**L.** Rail Enhancement Funds Requested in this Application: \$ 11,536,000  
**Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.**

**M.** Local Match Required by Applicant: \$ 4,944,000  
**At least a minimum 30% of Total Project Budget**

**If Overmatch, Provide Percentage**

**1) Match Breakdown by Source (Including any in-kind match)**

- a. Provider of Local Match: Fairfax and Prince William Counties
- b. Status (confirmed/anticipated): anticipated
- c. Attach justification for value of in-kind match.

## **2) Other Funding Sources Beyond Match Requirement**

- a. Provider of Overmatch
- b. Status (confirmed/anticipated)

### **N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.**

Engineering, environmental, design and construction of the project will occur in three staggered phases as indicated below. The overall project period is 50 months.

Month 1	Execution of project agreement and Notice to Proceed (NTP)
Phase 1, Woodbridge Station	
Month 1-11	Preliminary engineering/design revisions (Platform and Kiss-and Ride)
Month 11	NTP for construction
Month 12-23	Construction
Phase 2, Lorton Station	
Month 1-16	Preliminary engineering and environmental evaluation (EA)
Month 16	NTP for Final Design
Month 17-30	Final design
Months 31-49	Construction
Phase 3, Rippon Station	
Month 15-24	Preliminary engineering and environmental evaluation (CE)
Month 24	NTP for Final Design
Month 25-36	Final design
Months 37-49	Construction
Month 50	Project completion

**O. Statement of how this project promotes or does not preclude dual/multi-access use.** The 2<sup>nd</sup> platforms will be usable not only by VRE trains, but also by Amtrak trains. Amtrak currently only stops at the Woodbridge Station, but would not be precluded from using other stations.

**P. List additional users of rail line, facility, and/or equipment.**  
Amtrak (Woodbridge Station)

### **Q. Identify any possible environmental or other issues/concerns within the scope of this project.**

Environmental evaluation of the Woodbridge project is already complete for the second platform; however, a supplemental analysis is required for the kiss-and-ride lot and station modifications associated with it. An environmental assessment is anticipated for the Lorton

station project. It is anticipated a categorical exclusion will apply for the Rippon station projects.

**Required Attachments:**

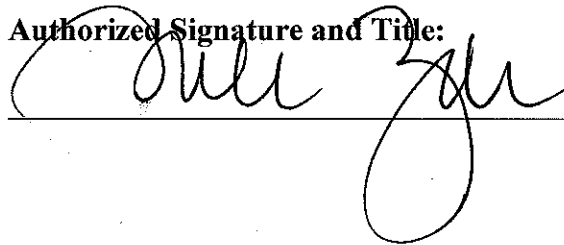
*Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.*

- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 4. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 5. Certification of Additive Investment (To be provided by Applicant)**
- 6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 7. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

**Application and Attachment Certification**

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

**Authorized Signature and Title:**

  
\_\_\_\_\_

Date: \_\_\_\_\_

1-31-2008



**Rail Enhancement Fund  
Project Application**

**Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director  
Virginia Department of Rail and Public Transportation  
1313 East Main Street, Suite 300  
Richmond, VA 23219



**Rail Enhancement Fund  
Project Application**

Internal Use

DRPT Tracking #

**Attachment A  
Project Data Information Form**

Date: **1-31-2008**

**Name of Applicant and Project**

Applicant:

Virginia Railway Express (VRE)

1500 King Street

Suite 202

Alexandria, VA 22314

Project:

VRE Second Platforms, Fredericksburg Line

**General Instructions:** Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

**Terms:**

**Project Cost and Construction Period:** Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

**Demand Characteristics:** This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

**Steady State Demand:** This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

**Project Impact on Travel Distance:** This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

**Demand Characteristics for a 15-year Performance Period:** This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.



**Attachment A**  
**Form A1 – Project Cost and Construction Period**

**First Construction Year:**

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**Last Construction Year:**

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<b>Year</b>	<b>Total Project COST</b>	<b>Total DRPT COST</b>
<b>Year 1</b>	1,208,750	846,125
<b>Year 2</b>	2,463,750	1,724,625
<b>Year 3</b>	3,016,100	2,111,270
<b>Year 4</b>	9,791,400	6,853,980
<b>Year 5</b>	0	0
<b>Total</b>	\$16,480,000	\$11,536,000

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A4 – Passenger Service – Commuter/VRE**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual VRE Passengers (Existing)	Passengers/Year	3,386,864 (FY2007)
	Steady State Demand – Additional VRE Passengers	Passengers/Year	16,865
	First Year Number of Additional Passengers	Passengers/Year	13,500
	Number of Years Until Steady State	Number of Years	2

## Notes:

1. Passengers/year assumes one-way trip
2. Assumes 2.5% increase in passenger boarding at Woodbridge, Lorton and Rippon stations as a result of reduced delays and improved service reliability 2 years after completion of the project.
3. No expansion of VRE service is assumed.

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	VRE Passenger Trip Length (Existing)	Miles	54.1 Fredericksburg Line 35.7 Manassas Line
	VRE Passenger Trip Length (After Project Completion)	Miles	54.1 Fredericksburg Line 35.7 Manassas Line
	VRE Travel Time Per Trip (Existing)	Minutes	81.5 system average 90.2 Fredericksburg Line average 74.4 Manassas Line average
	VRE Travel Time Per Trip (After Project Completion)	Minutes	81.3 system average 89.7 Fredericksburg Line average 74.4 Manassas Line average

## Notes:

1. Travel time reductions assumed as a result of decreased dwell time for 8 car trains.
2. Additionally, reductions in delays due to other train movements are projected. Prior rail improvements to reduce rail bottlenecks and improve system reliability have resulted in an approximately 20% reduction in the number of VRE delays due to train interference. Similar improvements are anticipated as a result of this project.

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A5 – Demand Characteristics for 15-Year Performance Period**

Performance Year	Performance Value*
1	13,500
2	16,865
3	16,865
4	16,865
5	16,865
6	16,865
7	16,865
8	16,865
9	16,865
10	16,865
14	16,865
12	16,865
13	16,865
14	16,865
15	16,865
Total	249,610

## Notes:

1. Passengers/year assumes one-way trip
2. Values in table indicate increase in existing ridership attributed to the project. No expansion of VRE service is assumed during the performance period.
3. Assumes 2.5% increase in passenger boarding at Woodbridge, Lorton and Rippon stations as a result of reduced delays and improved service reliability attributable to the project after 2 years.

\* For Freight Service Projects – car loads or containers per year  
 For Inter-City / Amtrak Passenger Projects – passengers per year  
 For Commuter / VRE Passenger Projects – passengers per year



**Rail Enhancement Fund  
Project Application Checklist  
Attachment B**

Internal Use

DRPT Tracking #

Date: 1-31-08

**Name of Applicant and Project:**

Applicant:

Virginia Railway Express (VRE)  
1500 King Street  
Suite 202  
Alexandria, VA 22314

Project:

VRE Second Platforms, Fredericksburg Line

**Checklist for Application**

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☒ Yes ☐ No

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☐ Yes ☒ No Environmental review is included as part of this project.

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6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes ☐ No

# PROJECT BUDGET - SCHEDULE OF VALUES

**Program:** Rail Enhancement Fund  
**Agreement:** Virginia Railway Express  
**Grantee:** VRE Second Platforms  
**Project:** Assumed Construction in Year 2010

	Description of Work	Woodbridge	Lorton	Rippon	Total
	Preliminary Engineering	\$ 70,000	\$ 235,000	\$ 235,000	\$ 540,000
	Environmental Analysis	\$ 20,000	\$ 120,000	\$ 20,000	\$ 160,000
	Design Engineering	\$ 215,000	\$ 415,000	\$ 415,000	\$ 1,045,000
	Right-of-Way Acquisition				\$ -
	Construction	\$ 2,210,000	\$ 6,210,000	\$ 4,495,000	\$ 12,915,000
	Construction Management	\$ 80,000	\$ 120,000	\$ 120,000	\$ 320,000
	Contingency	\$ 260,000	\$ 710,000	\$ 530,000	\$ 1,500,000
	Subtotal	\$ 2,855,000	\$ 7,810,000	\$ 5,815,000	\$ 16,480,000
	<b>SUBTOTAL</b>	\$ 2,855,000	\$ 7,810,000	\$ 5,815,000	\$ 16,480,000
	<b>AGREEMENT TOTAL</b>	\$ 2,855,000	\$ 7,810,000	\$ 5,815,000	\$ 16,480,000
	Maximum DRPT Participation	\$ 1,998,500	\$ 5,467,000	\$ 4,070,500	\$ 11,536,000
	Local Match Participation	\$ 856,500	\$ 2,343,000	\$ 1,744,500	\$ 4,944,000



PROJECT BUDGET - SCHEDULE OF VALUES

Program: Rail Enhancement Fund  
 Agreement:  
 Grantee: Virginia Railway Express  
 Project: VRE Second Platforms, Woodbridge  
 Assumed Construction in Year 2010

Scopes	Description of Work	Quantity	Unit Rate	Est. Contract Value	Total to Date		Previous Total		Total This Period	
					Quantity/ Percentage	Value	Quantity/ Percentage	Value	Quantity/ Percentage	Value
Preliminary		1 LS	\$ -	\$ -						
	Surveying	1 LS	\$ 15,000	\$ 15,000						
	Environmental (assume CE)	1 LS	\$ 20,000	\$ 20,000						
	Geotechnical	1 LS	\$ 30,000	\$ 30,000						
	Preliminary Engineering	1 LS	\$ 25,000	\$ 25,000						
	Subtotal			\$ 90,000						
Design/Procurement										
	Final Design	1 LS	\$ 200,000	\$ 200,000						
	Contract Procurement	1 LS	\$ 5,000	\$ 5,000						
	Construction Management	1 LS	\$ 80,000	\$ 80,000						
	Permits	1 LS	\$ 10,000	\$ 10,000						
	Subtotal			\$ 295,000						
Site Work										
	Clearing & Grubbing	1 LS	\$ 15,000	\$ 15,000						
	Earthwork	1 LS	\$ 100,000	\$ 100,000						
	Drainage	1 LS	\$ 100,000	\$ 100,000						
	Soil Stabilization	1 LS	\$ 15,000	\$ 15,000						
	Landscaping	1 LS	\$ 15,000	\$ 15,000						
	Permanent Kiss and Ride	1 LS	\$ 400,000	\$ 400,000						
	Subtotal			\$ 645,000						
Structures										
		1 LS								
	650 foot platform (SOG)	1 LS	\$ 600,000	\$ 600,000						
	200 foot canopy	1 LS	\$ 400,000	\$ 400,000						
		1 LS		\$ -						
		1 LS								
		1 LS		\$ -						
	Subtotal			\$ 1,000,000						
MEP										
	Variable Message Signs/Communications	1 LS	\$ 75,000	\$ 75,000						
	Lighting	1 LS	\$ 75,000	\$ 75,000						
	Power Feed	1 LS	\$ 20,000	\$ 20,000						
	Plumbing	1 LS	\$ 25,000	\$ 25,000						
	Subtotal			\$ 195,000						
Other										
	Trackwork (supplemental)	1 LS	\$ 250,000	\$ 250,000						
	Railroad Flagging	1 LS	\$ 120,000	\$ 120,000						
	Subtotal			\$ 370,000						
	<b>SUBTOTAL DIRECT EXPENSES</b>			\$ 2,595,000						
Contingency										
	10% Construction Contingency			\$ 260,000						
	<b>AGREEMENT TOTAL</b>			\$ 2,855,000						
	Maximum DRPT Participation	70%		\$ 1,998,500						
	Local Match Participation	30%		\$ 856,500						

**PROJECT BUDGET - SCHEDULE OF VALUES**

**Program:** Rail Enhancement Fund  
**Agreement:**  
**Grantee:** Virginia Railway Express  
**Project:** VRE Second Platforms, Lorton  
 Assumed Construction in Year 2010

Scopes	Description of Work	Quantity	Unit Rate	Est. Contract Value	Total to Date		Previous Total		Total This Period	
					Quantity/ Percentage	Value	Quantity/ Percentage	Value	Quantity/ Percentage	Value
Preliminary										
	Study	1 LS	\$ 10,000	\$ 10,000						
	Surveying	1 LS	\$ 50,000	\$ 50,000						
	Environmental (assume EA)	1 LS	\$ 120,000	\$ 120,000						
	Geotechnical	1 LS	\$ 50,000	\$ 50,000						
	Preliminary Engineering	1 LS	\$ 125,000	\$ 125,000						
	Subtotal			\$ 355,000						
Design/Procurement										
	Final Design	1 LS	\$ 400,000	\$ 400,000						
	Contract Procurement	1 LS	\$ 5,000	\$ 5,000						
	Construction Management	1 LS	\$ 120,000	\$ 120,000						
	Permits	1 LS	\$ 10,000	\$ 10,000						
	Subtotal			\$ 535,000						
Site Work										
	Clearing & Grubbing	1 LS	\$ 30,000	\$ 30,000						
	Earthwork	1 LS	\$ 250,000	\$ 250,000						
	Drainage	1 LS	\$ 200,000	\$ 200,000						
	Soil Stabilization	1 LS	\$ 50,000	\$ 15,000						
	Landscaping	1 LS	\$ 15,000	\$ 15,000						
	Subtotal			\$ 510,000						
Structures										
	Foundations	1 LS	\$ 300,000	\$ 300,000						
	650 foot platform	1 LS	\$ 800,000	\$ 800,000						
	200 foot canopy	1 LS	\$ 400,000	\$ 400,000						
	Pedestrian Bridge	1 LS	\$ 1,500,000	\$ 1,500,000						
	Bridge Towers (2) with Elevators (4)	1 LS	\$ 1,500,000	\$ 1,200,000						
	Retaining Wall	1 LS	\$ 500,000	\$ 500,000						
	Subtotal			\$ 4,700,000						
MEP										
	Variable Message Signs/Communications	1 LS	\$ 75,000	\$ 75,000						
	Lighting	1 LS	\$ 150,000	\$ 150,000						
	Power Feed	1 LS	\$ 50,000	\$ 50,000						
	Plumbing	1 LS	\$ 75,000	\$ 75,000						
	HVAC	1 LS	\$ 20,000	\$ 20,000						
	Subtotal			\$ 350,000						
Other										
	Trackwork	1 LS	\$ 500,000	\$ 500,000						
	Railroad Flagging	1 LS	\$ 150,000	\$ 150,000						
	Subtotal			\$ 650,000						
	<b>SUBTOTAL DIRECT EXPENSES</b>			\$ 7,100,000						
Contingency										
	10% Construction Contingency			\$ 710,000						
	<b>AGREEMENT TOTAL</b>			\$ 7,810,000						
	Maximum DRPT Participation	70%		\$ 5,467,000						
	Local Match Participation	30%		\$ 2,343,000						

PROJECT BUDGET - SCHEDULE OF VALUES

Program: Rail Enhancement Fund  
 Agreement:  
 Grantee: Virginia Railway Express  
 Project: VRE Second Platforms, Rippon  
 Assumed Construction in Year 2010

Scopes	Description of Work	Quantity	Unit Rate	Est. Contract Value	Total to Date		Previous Total		Total This Period	
					Quantity/ Percentage	Value	Quantity/ Percentage	Value	Quantity/ Percentage	Value
Preliminary										
	Study	1 LS	\$ 10,000	\$ 10,000						
	Surveying	1 LS	\$ 50,000	\$ 50,000						
	Environmental (assume CE)	1 LS	\$ 20,000	\$ 20,000						
	Geotechnical	1 LS	\$ 50,000	\$ 50,000						
	Preliminary Engineering	1 LS	\$ 125,000	\$ 125,000						
	Subtotal			\$ 255,000						
Design/Procurement										
	Final Design	1 LS	\$ 400,000	\$ 400,000						
	Contract Procurement	1 LS	\$ 5,000	\$ 5,000						
	Construction Management	1 LS	\$ 120,000	\$ 120,000						
	Permits	1 LS	\$ 10,000	\$ 10,000						
	Subtotal			\$ 535,000						
Site Work										
	Clearing & Grubbing	1 LS	\$ 30,000	\$ 30,000						
	Earthwork	1 LS	\$ 450,000	\$ 450,000						
	Drainage	1 LS	\$ 200,000	\$ 200,000						
	Soil Stabilization	1 LS	\$ 50,000	\$ 50,000						
	Landscaping	1 LS	\$ 15,000	\$ 15,000						
	Subtotal			\$ 745,000						
Structures										
	Foundations	1 LS	\$ 150,000	\$ 150,000						
	650 foot platform	1 LS	\$ 800,000	\$ 800,000						
	200 foot canopy	1 LS	\$ 400,000	\$ 400,000						
	Pedestrian Bridge Connection/Modification	1 LS	\$ 250,000	\$ 250,000						
	Bridge Tower (1) with Elevators (2)	1 LS	\$ 750,000	\$ 750,000						
	Retaining Wall	1 LS	\$ 400,000	\$ 400,000						
	Subtotal			\$ 2,750,000						
MEP										
	Variable Message Signs/Communications	1 LS	\$ 75,000	\$ 75,000						
	Lighting	1 LS	\$ 150,000	\$ 150,000						
	Power Feed	1 LS	\$ 50,000	\$ 50,000						
	Plumbing	1 LS	\$ 75,000	\$ 75,000						
	HVAC	1 LS	\$ 20,000	\$ 20,000						
	Subtotal			\$ 350,000						
Other										
	Trackwork	1 LS	\$ 500,000	\$ 500,000						
	Railroad Flagging	1 LS	\$ 150,000	\$ 150,000						
	Subtotal			\$ 650,000						
	<b>SUBTOTAL DIRECT EXPENSES</b>			\$ 5,285,000						
Contingency										
	10% Construction Contingency			\$ 530,000						
	<b>AGREEMENT TOTAL</b>			\$ 5,815,000						
	Maximum DRPT Participation	70%		\$ 4,070,500						
	Local Match Participation	30%		\$ 1,744,500						

### Schedule for Notice to Proceed

Program: Rail Enhancement Fund  
 Agreement: Virginia Railway Express  
 Grantee: VRE Second Platforms, Fredericksburg Line, All Phases  
 Project:  
 Updated Date:

[illegible]

## Schedule for Notice to Proceed

Rail Enhancement Fund

**Program:**

**Agreement:**

Virginia Railway Express

**Grantee:**

VRE Second Platforms, Fredericksburg Line, Phase 1, Woodbridge Station

**Project:**

**Updated Date:**

[illegible]

## Schedule for Notice to Proceed

Rail Enhancement Fund  
Virginia Railway Express  
VRE Second Platforms, Fredericksburg Line, Phase 2, Lorton Station

[illegible]



## Schedule for Notice to Proceed

## Rail Enhancement Fund

**Program:**

**Agreement:**

**Grantee:** Virginia Railway Express

VRE Second Platforms, Fredericksburg Line, Phase 3, Rippon Station

Updated Date:

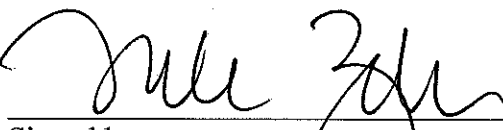
[illegible]

**Certification of Match/% of Match/Documentation of Source of Match (To be provided by Applicant)**

To Whom It May Concern:

I hereby certify that \$4.94 million, or 30 percent, of the cost of the VRE Second Platforms, Fredericksburg Line project will be provided by Fairfax and Prince William Counties. The share by county is as follows:

Fairfax County	\$856,500
Prince William County	\$4,087,500
Total Match	\$4,944,000



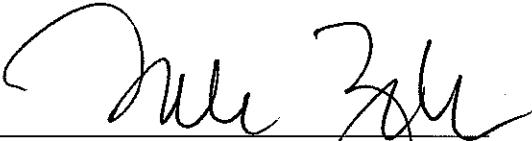
Signed by  
Chief Executive Officer, Virginia Railway Express

1 - 31 - 2008  
Date

## **Certification of Additive Investment**

To Whom It May Concern:

I hereby certify that the VRE Second Platforms, Fredericksburg Line project would provide an additive investment to the Commonwealth of Virginia's rail system. The project will enable more efficient passenger and rail service on the CSX RF&P Subdivision.



Signed by  
Chief Executive Officer, Virginia Railway Express

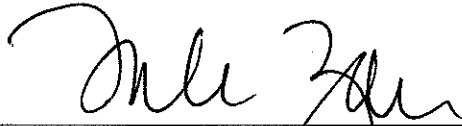
1 - 31 - 2008

Date

**Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**

To Whom It May Concern:

I hereby certify that the VRE Second Platforms, Fredericksburg Line project will comply with the Small, Women, and Minority (SWAM) enterprises participation goals established for the Rail Enhancement Fund Program.



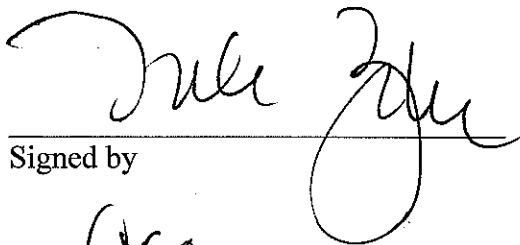
Signed by  
Chief Executive Officer, Virginia Railway Express

1-31-2008  
Date

**Statement from the owner of the facility that acknowledges the Commonwealth will have a Public Interest in Private Facilities impacted by this project**

To Whom It May Concern:

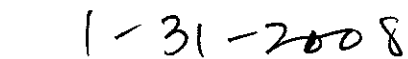
At the appropriate time, CSX Corporation will enter into an agreement to be negotiated with the Commonwealth of Virginia to protect the Commonwealth's public interest in the VRE Second Platforms, located at VRE Woodbridge, Lorton and Rippon stations along the CSX RF&P Subdivision between Milepost CFP 4 in Fairfax County, VA and Milepost CFP 84 in Prince William County, VA.



Signed by



Title



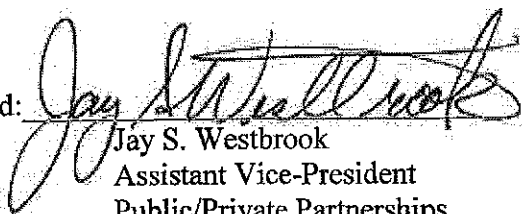
Date

ACKNOWLEDGEMENT OF PUBLIC INTEREST  
FOR THE  
VRE SECOND PLATFORMS

I, Jay S. Westbrook, as Assistant Vice-President, Public/Private Partnerships for CSX Transportation, Inc. ("CSXT"), hereby acknowledge that the Commonwealth of Virginia will have a public interest in the VRE SECOND PLATFORMS. The Commonwealth of Virginia shall have a continued residual interest in the improvement of the CSXT property provided under the project. CSXT acknowledges and agrees that any improvements provided by this project may be placed on CSXT property. If, for any reason, the public benefit of the project no longer exists, CSXT shall have the option of retaining, or, at the entire cost of the Commonwealth, of removing, or of requiring the removal of, all or any portion of any improvements made under the project and of restoring CSXT's property and facilities to their original condition (ordinary wear and tear excepted), following such removal. If CSXT elects to retain all or any portion of the improvements for continued rail service, then CSXT shall pay to the Department the amount by which the then net salvage value of such improvements exceeds the removal and restoration costs otherwise to be incurred by the Commonwealth.

This acknowledgement is hereby provided to satisfy Item 7 of the Required Attachments section of the Virginia Department of Rail and Public Transportation Rail Enhancement Fund Project Application Form.

Signed:



Jay S. Westbrook  
Assistant Vice-President  
Public/Private Partnerships  
CSX Transportation, Inc.

Date:

1/31/2008

Notary:

